

## INTERNATIONAL MILITARY TRIBUNAL FOR THE FAR EAST.

THE UNITED STATES OF AMERICA, et al. )  
 )  
 - AGAINST - ) A F F I D A V I T.  
 )  
 YAMAGUCHI, SADAO, et al. )

I, Eiguma ISHIDA, do swear on my conscience that the following is true:

I reside at KAGOSHIMA-SHI, NAGOYOSHI-CHO, No. 599.  
 MATSUOTO, KATA.

I began my military service in 1912. I graduated from the Army War College in 1926. At the outbreak of World War II, I as Major-General was in command of transportation in INDO-CHINA on the HANOI - SAIGON Railway. After the outbreak of the war I went to BANGKOK and was in command of the 3rd Field Railroad HQ, transporting supplies to the railroad of THAILAND, MALAYA and FRENCH INDO-CHINA. In early August of 1943 I received the order to command the 2nd Railway Department and 4th Special Railway Construction Command from the War Minister in TOKYO. At the time I received the order, I was at KUALA LUMPUR 400 kilometres north of SINGAPORE. I went to the Headquarters of the railroad at a place called KANCHANABURI, about 100 kilometers north of BANGKOK; about the middle of August, 1943, where I remained until the 4th of September 1943 when I went to KONQUITA to personally command the construction. The orders from the War Ministry put me in command of three departments; namely; the 2nd Railway Department; the 4th Special Railway Construction Command for the construction of the BURMA-THAILAND Railway and the 3rd Field Railroad HQ. I was told the length of the railroad was 415 kilometers and upon completion it was used for the transportation of supplies to the Japanese troops in BURMA.

The prisoners of war employed were mainly British, Australian and Dutch. In July, 1943, before I became commander of this railway, Lieut-General WAKAMATSU and Colonel KATO visited the construction work while I was in command. Lieut General NAKAMURA, Aketo, who was the commander at BANGKOK, was in command of the Supply Depot for the supply of food etc. provided to the prisoners. The BURMA-THAILAND railroad was constructed principally by the labor of prisoners of war and coolies. The railroad was completed on the 17th of October, 1943. The direct and chief cause for the speedy construction of the BURMA-THAILAND railroad was principally a tactical operation. The fact remains that there

was a necessity for land transportation between BURMA and THAILAND as no such route existed. The necessity for its constructions at the time and for the haste in its construction was caused by the difficulty of transportation by water due to attacks of Japanese shipping by submarines and from the air. As a result of the fact that Japanese troops in BURMA were starving and the completion of the railroad meant that they would receive supplies from SINGAPORE and BANGKOK.

After the construction was completed I was still in charge of the transportation over the BURMA-THAILAND Railroad and there were still a small number of prisoners of war kept employed for the maintenance of work in connection with transportation. I was continuously at the scene of construction from September 5th until October 17, 1943, and I knew that the sick and death rate amongst the prisoners was very high. When I arrived at KANCHANABURI, the scene of the construction of the railroad, in August, I received reports from various officers under my command and I learned of the fact that prisoners and workers in the railroad were dying as a result of very severe conditions. I worked for the betterment of conditions. On my inspection trip to the hospital, I saw that a number of prisoners were sick. When I was in KUALA LUMPUR in the middle of 1944 I heard that the South Army had received complaints from the British and Dutch Governments concerning the treatment of prisoners of war employed on the BURMA-THAILAND Railroad. The authorization for the employment of prisoners of war on the BURMA-THAILAND Railroad must have come from the General Staff in TOKYO. I remained in charge of the supervision of the BURMA-THAILAND Railway, which was under the command of the 4th Special Railway Construction HQ until May 1945.

Sworn to and subscribed before me  
at CHANGI GAOL, SINGAPORE,  
this day 9th of November 1946.  
/s/ K.S. Kalsi Major

Eiguma ISHIDA.

#### C E R T I F I C A T E

I, MIZUTA, Shigetoshi, hereby certify that I am fully conversant with the Japanese and English languages and that I truly and correctly translated from English to Japanese and from Japanese into English the oath administered to Eiguma ISHIDA, the nature and purpose of which oath was fully understood by the said affiant.

Mizuta, Shigetoshi (signed)

Evidentiary Document #2950

No. 1

極東國際軍事裁判所

アメリカ合衆國其ノ他

対

荒木貞夫其ノ他

EXHIBIT 1990

供述書

余、ISHIDA Etsu Matsu motoo 氏、自ニ其ノ左記陳述ニ同意スルヲ宣誓ス。

余、鹿児島市ナガヨシ町五九九番地、Matsumotoo 氏ニ居住ス。余、一九二二年、大正三年、初メ軍務ニ服シ、一九二六年、大正五年、陸軍大学校ヲ卒業セリ。中ニ次世田島大戦、勃発當時、余、陸軍少將トシ、河内西貢、鐵道ニ依リ印度支那ニ於ケル輸送、指揮ニ當リ居タリ。戦争勃発後、船隻、赴キ、泰國島東、及ビ佛領印度支那、鐵道ニ依リ補給物資輸送ニ當リタル時、余、SINGAPORE 北ノ四〇。科、クアラルンプールニ在リタリ。余、一九四三年、昭和十八年、八月中旬、シンガポール北ノ約一〇。科、KANCHANABURI 梅ノ地ニ在リ、泰國鐵道建設司令部ニ赴キ、年、昭和十八年四月同是地ニ滞留シ、自ラ建設指揮ニ當リタリ。陸軍省ヨリ、命令ニ依リ余、次、三部門、指揮ニ任ジタリ。

即チ泰國鐵道、建設ニ任ジタルヲ三鐵道監部ヲ四特設鐵道隊トシ、三野戰鐵道司令部之ナリ。余、聞キタル處ニ依リ、同鐵道、延長、四一五科ニシテ、完成後、直チニ在緬日本軍、部隊ニ對スル補給物資輸送ニ供セ

FILE COPY  
RETURN TO ROOM

2950

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使役慘虐，年于英人濠洲，全登蘭人丁者。一九四三年（昭和十八年）

カトー大佐は建設工事を視察せり。  
/KATO/ 大佐は建設工事を視察せり。  
/WAKAMATSU/ 於此に軍司令部あり。  
/BANKA/

ナカムラ アケト 中將、修席ニ付スル食料等ヲ補給スル貨物廠ヲ指揮  
ニヤリタリ。泰面鉄道ハ主トテ修度及甚カノ勞役ヨリ建設セラル。一九

にやりたり。泰緬鐵道は主として修養及苦力、労役より建設せうし、一九四三年／昭和十八年／十月十七日竣功せり。泰緬鐵道建設の速力

ナリシメタモト直捷主因、戰術上、要求因定モリテ、當時事情、緬甸、泰

國內陸路輸送ノルート存在セザリシガ故ニ之ヲ必要トシタルモノナリ。

當時之建設ヲ必要トシ且ツ急速ナル建設ヲ要セシ所以対日本船舶

潜水艦及び空より先攻撃を以て水上輸送、困難ニ基因セリ。

其結果、緬甸ニ在ル日本軍隊ハ飢餓ニ瀕ニツツアリ、次第ニテ、

本鉄道完成は元来日本軍隊が「シシガホ」の盤谷方面ヨリノ物資

補金ヲ發シ得ルコトヲ査未スニ定メテ。

建政工事一竣乃見兄後之。余依然養顏淡道。依兄俞鑑。

[illegible]

有系，據「史記」云：「史記」。

卷之九

no. 2



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余ハ一九四三年／昭和十八年九月五日ヨリ十月十七日ニ至ル間終始  
工事ノ現場ニ在リテ、俘虜ノ向ノ罹病及死亡率が著シク大ナルコ  
トヲ認メタリ、余ハ八月、同鉄道建設工事ノ現場タル カンチャブ  
リニ到着セル際、余ノ指揮下ニアル諸多ノ將校ヨリ報告ヲ受ケ、  
同鉄道従事ノ俘虜及労働者が極メテ不良ナル悪條件  
下ニ於テ死セシツアル事實ヲ知リタリ、余ハ状態ノ改善ニ力ヲ  
盡シタリ、余ハ病院ヲ觀察セル際、多數俘虜ノ罹病セルヲ認メ  
タリ、余ハ又、泰緬鐵道ニ使用セラレタル俘虜ノ待遇ニ関シ、英  
蘭兩政府ヨリ南方軍が抗議ヲ受ケタル事ヲ十九年中頃「アラ  
ルンブル」ニ於テ耳ニセリ、泰緬鐵道ニ於ケル俘虜使役ノ權限委  
任ハ東京參謀本部ヨリ發セラレタルニ拘違無カルベシ、余ハ一九四  
五年／昭和二十年五月迄引續キ第四特設鐵道隊司令官ヲ  
長トスル泰緬鐵道隊ヲ監督スルノ任ニ當リタリ、

署名欄 (イシタエイクマ) 石田 榮熊

余ノ前ニテ宣誓、署名セリ

於「カンチャブ」刑務所

一九四六年／昭和二十一年十一月九日

署名欄

K. S. Kalai Major

9th November 1946.

no. 3

2950. Cent

證明書

余水田重人ハ茲ニ 余カ日本語及ビ英語ニ充分  
精通シ居ルコト 及ビ イングランドニ行ハシメタル右  
宣誓ヲ余ハ眞実且ツ正確ニ 英語ヨリ日本語ニ 又  
日本語ヨリ英語ニ 翻譯セルコトヲ 證ス  
本宣誓ニ 意義及ビ目的ハ 右宣誓者ニヨリテ  
介了解サシメ所ナリ

署名欄 水田重人

no. 4